

Chicago Complete Streets

Federally Funded Bike Lanes in the Windy City

The City of Chicago's Bicycle Program within the Chicago Department of Transportation has installed bike lanes on streets throughout Chicago since 1995. These bike lanes have improved on-street cycling conditions for city residents and thereby increased the percentage of residents utilizing this efficient mode of transportation for a whole range of day-to-day needs, from commuting to running errands to attending social events.

Federal CMAQ Funding: The majority of bike lanes existing today in Chicago have been installed with the assistance of federal funding in the form of the Congestion Mitigation & Air Quality (CMAQ) grant. A series of "Streets for Cycling" bikeway projects have been installed between 1995 & 2008 with CMAQ funding providing for the installation of approximately **94** miles of on-street bike lanes and **20** miles of marked shared lanes.

Bike Lanes: On most roadways, bike lanes in Chicago have been installed adjacent to existing travel lanes, making better use of existing roadway width resulting in no loss of vehicle lanes. This has allowed for a more balanced roadway configuration that provides increased safety and comfort for cyclists without significant loss of capacity for existing motorists and transit users.

Marked Shared Lanes: Besides traditional bike lanes, other on-street bikeway types have been installed through CMAQ-funded Streets for Cycling projects. Many streets in Chicago are optimal for cycling, but do not have enough roadway width for installing a traditional bike lane. In these cases, Chicago has adopted the "shared lane marking" to enhance the operation of these bikeways. This marking is installed within a lane shared between bicycles and motor vehicles. They indicate to cyclists where best to ride within the lane, and they indicate to motorists to be more aware of cyclists along the route.

Bike/Bus Lanes: In a few select cases where existing roadway geometry has allowed, shared bike/bus lanes have been installed under CMAQ projects. This facility type provides cyclists with a preferential space on the roadway while also improving headways of transit buses.

Signed Bike Route Network: In 2005 and 2006, 240 miles of signed bike routes were installed over Chicago's recommended on-street bike route network. The signage used for these routes was a new sign style which incorporated destination, direction, and distance information to well known locations throughout Chicago. These new signs, similar to the guide signs found throughout our nation's interstate system, provide enhanced navigation for cyclists traveling throughout Chicago. This new style of bike route signing was installed through an experiment with the Federal Highway Administration (FHWA) and is expected to appear in the next edition of the Manual on Uniform Traffic Control Devices.

CMAQ Funded On-Street Bike Facilities

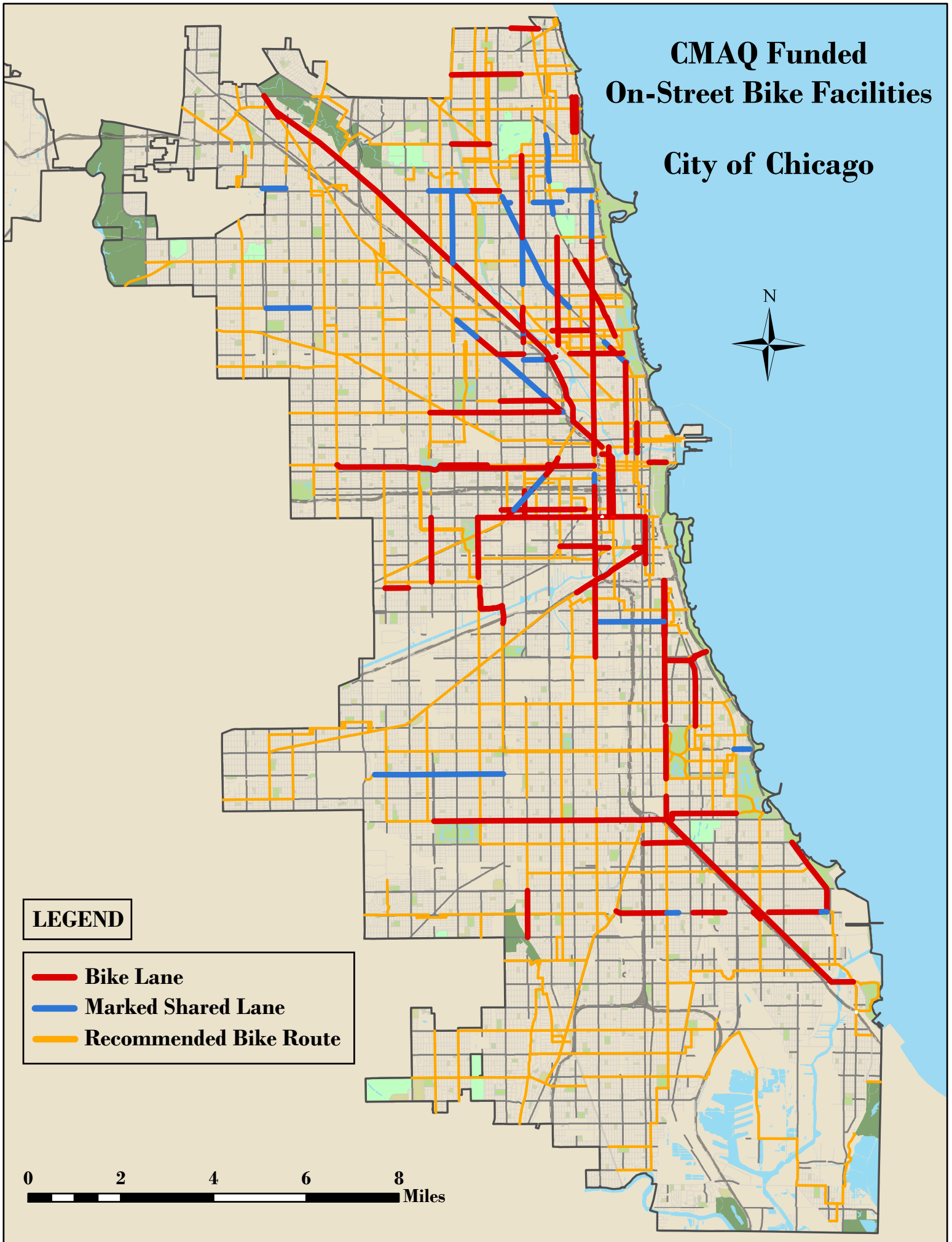
City of Chicago



LEGEND

- Bike Lane
- Marked Shared Lane
- Recommended Bike Route

0 2 4 6 8 Miles





A new shared lane marking (below) on Milwaukee Avenue alerts motorists and cyclists to the road's shared status.



Chicago's new bike route signage (above) guides bicyclists on the best routes to popular destinations throughout the city.

Every day, thousands of Chicagoans commute by bicycle using on-street bike lanes, like these cyclists (left) making their way northwest from the Loop in the Milwaukee Avenue bike lane.

A Chicago Transit Authority bus (below) overtakes a cyclist riding in the Archer Avenue bike lane.

